



MEMORANDUM

DATE: June 7, 2012

TO: Transportation Commission

FROM: Michael Ingram, Senior Transportation Planner
Eric Miller, Capital Programming Manager

SUBJECT: 2013-2024 Transportation Facilities Plan – Project Prioritization

Purpose

Establish the Transportation Commission recommendation for a preliminary list of projects and revenue allocations to include in the 2013-2024 Transportation Facilities Plan (TFP). Determine the communication for this recommendation to the City Council.

Background

At the Commission meetings on May 10 and May 24, Commissioners reviewed the staff recommended prioritization of candidate projects for the TFP. At the meeting on May 24, the Commission directed that one project, RI-105 NE 2nd Street Extension and I-405 interchange, be elevated above the funding line and assigned a funding allocation of \$200,000 (to serve as a “placeholder”, so the project can be supported by the City in the event there is opportunity to coordinate with WSDOT to advance the project in the TFP timeframe). The Commission also directed that two projects on Lake Hills Connector, PB-115 and PB-122, be moved below the funding line. These projects involve a multiuse off-street path on the north side of the Connector and bicycle shoulder on the south side of the Connector. The attached project list and map includes the revisions noted above. (Project RI-105 appears as Commission priority #41 on the list.) Projects 1-43 are above the bar labeled “Assumed funding ‘line’” and are proposed to be included in the 2013-2024 TFP.

As discussed at the Transportation Commission meeting on May 24, the cost allocation breakdown for the TFP Preliminary Priority Projects by facility type is approximately 19% to pedestrian and bicycle facility improvements and 81% to roadway improvements.

Next Steps

Once the Commission has endorsed a priority list of projects, the list will be transmitted to the City Council for opportunity to review, prior to launching the environmental review phase for the TFP. At the meeting on June 14, the Commission can consider the process for transmitting this recommendation; likely this will involve a Commission representative appearing at a future Council meeting to introduce the TFP Preliminary Priority Project list.

A draft transmittal letter from the Transportation Commission to the City Council is attached, with content based on communication used in previous TFP cycles as well as input from the Commission

at the May 24 meeting. At the meeting on June 14, the Commission may choose to endorse the memo, including any desired revisions.

If you have questions or need additional information prior to the meeting, please contact Mike at 425-452-4166/email: mingram@bellevuewa.gov or Eric at 425-452-6146/e-mail: emiller@bellevuewa.gov.

Attachments:

1. List: 2013-2024 TFP Preliminary Projects – UPDATED
2. Map: 2013-2024 TFP Preliminary Project Recommendations – UPDATED
3. Draft memo from Transportation Commission to City Council regarding 2013-2024 TFP Preliminary Project Recommendations

2013-2024 Transportation Facilities Plan: Preliminary Project Priority List

TC Prelim. Priority No.	Staff Prelim. Priority No.	Score Rank # (per RI or PB criteria)	Tracking # for 2013-2024 TFP Process	Project Name, Location and Limits	Project Description	Project type	Staff Comments	Project Element(s) Proposed for 2013-2024 TFP	Proposed 2013-2024 TFP Funding Allocation (\$000)	Programmed/ Committed Funds through 2011-2017 CIP (\$000)	2013-2024 Unconstrained Funds (\$000)	Cumulative Use of Unconstrained Funds (\$000)	Project Total Cost (\$000)
1	1	RI.5	RI-111	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE	Construct a new 4/5 lane arterial with two vehicle lanes in each direction and center turn lane where necessary, bike lanes, and sidewalks on both sides. Project will be designed not to preclude potential future uses of the BNSF RR corridor. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th. This project will be coordinated with potential private development in the immediate vicinity.	Roadway & Ped-Bike	2013-2019 CIP proposal to fund all phases of project.	Full implementation	31,100	38,400	(7,300)	(7,300)	31,100
2	2	RI.11	RI-112	120th Avenue NE improvements (stage 1)/ south of NE 4th to south of NE 8th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane, turn pockets and medians. Bike lanes, curb, gutter and sidewalk both sides. Install signal at NE 6th St.	Roadway & Ped-Bike	2013-2019 CIP proposal to fully fund completion.	Full implementation	7,500	7,000	500	(6,800)	7,500
3	3	RI.1	RI-130	120th Avenue NE (stage 2/ south of NE 8th Street to NE 12th Street	Stage 2 will extend, realign and widen 120th Ave NE from south of NE 8th St to NE 12th St. Includes all intersection improvements at NE 8th St, Old Bel-Red Rd and NE 12th St. The roadway cross section for stage 2 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bike lanes, curb, gutter and sidewalk both sides. Project will transition between Wilburton and Bel-Red urban design standards.	Roadway & Ped-Bike	2013-2019 CIP proposal to fully fund completion of Stage 2. Project description revised to separate segment north of NE 12th Street as separate project (new RI-157).	Full implementation	26,300	21,500	4,800	(2,000)	26,300
4	4		RI-157	120th Avenue NE (stages 3 and 4)/ NE 12th Street to 18th Street and to Northup Way	Stage 3 will widen 120th Avenue NE from NE 12th St to NE 16th St alignment and reprofile roadway in conjunction with Sound Transit East Link. The roadway cross section for stage 3 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bike lanes, curb, gutter and sidewalk both sides. Stage 4, from NE 16th to Northup Way will widen the roadway and transition from a 5 lane section to a 4-lane section in proximity of NE 18th St. Stage 4 north of NE 18th St will consist of two NB through lanes, a center turn lane and one SB lane with sidewalks both sides and separated bike path on west side. Includes a stream crossing of West Tributary. Project will follow Bel-Red urban design standards. Funding allocation will implement Stage 3 and fund design phase of Stage 4.	Roadway & Ped-Bike	Split from stage 2, per current plan for Bel-Red phasing. 2013-2019 CIP proposal to fully fund completion of Stage 3 and fund 90% design of Stage 4.	Design NE 12th St to Northup Way; implementation for segment NE 12th to NE 16th St.	16,700	0	16,700	14,700	30,200
5	5	RI.25	RI-156A	Northup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail	Complete sidewalks and bike lanes on both sides of Northup Way (will not widen existing culvert at Yarrow Creek). Improvements to be designed to facilitate potential future widening for center turn lane. Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing and a multiuse pathway along the south side of NE 24th Street to connect to the existing terminus of the SR520 Trail. Partial funding from WSDOT. Project will link to improvements to the west to be built by WSDOT, from NE 33rd Place to Bellevue Way. Component of priority bicycle corridor EW-1: 520 Trail.	Ped-Bike	2013-2019 CIP proposal to fund Option A (no center turn lane) for construction. \$8m funding from WSDOT	Full implementation	8,500	8,500	0	14,700	12,100
6	6	RI.2	RI-131	NE 15th Street/116th Avenue NE to 124th Avenue NE	Construct multimodal corridor from 116th Ave NE to 124th Avenue NE. Project will be phased, with segments from 116th Ave NE to 120th Ave NE and from 120th Ave NE to 124th Ave NE. New signalized intersections at NE 12th St/NE 15th St, 120th Ave, 121st Ave, 123rd Ave and 124th Ave NE and signal modifications at 116th Ave NE. The roadway cross-section includes four lanes, sidewalks both sides and multiuse pathway on north side; pathway between 120th and 124th Avenues to be coordinated with future private development.	Roadway & Ped-Bike	Funding for initial design and coordination work proposed for 2013-2019 CIP. Project description revised to reflect phasing and coordination with East Link.	Design 116th Ave NE to 124th Ave NE; implementation for segment 120th Ave to	22,600	4,900	17,700	32,400	52,400
7	7	RI.3	RI-135	NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Construct multimodal corridor from 130th Avenue NE to 132nd Ave NE. Design as needed for coordination with East Link for segment 132nd Ave NE to 136th Place and 136th Pl to NE 20th St. Coordinate with East Link, which will bifurcate the eastbound and westbound travel lanes. Project will provide one travel lane in each direction, buffered bike lanes, landscape strip and sidewalk on both sides.	Roadway & Ped-Bike	Portion of this proposed for 2013-2019 CIP (design for segment 130th to 132nd, coordination as needed for 132nd to NE 20th). Project description revised to reflect phasing and coordination with East Link.	Design as needed for coordination with East link; implementation 130th - 132nd Aves.	17,700	0	17,700	50,100	Unknown
8	8	RI.4	RI-132	124th Avenue NE/ Planned NE 14th Street to Northup Way	Widen to five lanes and reprofile roadway for segment from NE 14th St to NE 18th St in conjunction with Sound Transit East Link project; curb, gutter and sidewalks consistent with Bel-Red subarea plan and street corridor and urban design standards. Segment NE 18th to Northup includes stream crossing of West Tributary and planned trail. Key intersections at NE 15th Street multimodal corridor/ST East Link and Northup Way. (Intersection improvements at NE 15th St included in NE 15th St project.) Open space trail connections for segment NE 15th St to NE 18th St to be evaluated.	Roadway & Ped-Bike	Portion of this proposed for 2013-2019 CIP: 60% design for NE 14th to Northup. Project description revised to reflect phasing and coordination with East Link.	Design NE 14th to Northup Way; implementation of segment NE 14th to NE 18th St.	8,800	1,800	7,000	57,100	20,800
9	9	RI.14	RI-143	Bellevue Way HOV lane/ 112th Ave SE "Y" to I-90 and multiuse path/ SE 8th Street to I-90	Widen Bellevue Way SE to add a southbound, inside HOV lane and an outside shoulder. The potential for landscaping treatments will be evaluated during the project design phase. Project likely to be implemented in segments. North segment from the Bellevue Way/112th Ave SE "Y" to the main entrance to the South Bellevue Park and Ride at 112th Ave SE. South segment from the main Park and Ride entrance to the I-90 on ramps. The south segment will likely be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation. Coordinate with East Link design process to develop a 10-14 foot-wide multiuse pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Roadway & Ped-Bike	Proposal for design of segment from "Y" to P&R in 2013-2019 CIP, as well as coordination w/ST on segment P&R to I-90. Combined with project PB-114 (adjacent multiuse path from SE 8th St to I-90); explore opportunity to achieve cost savings by substituting sidewalk along west curb line for path on east side of track.	Full implementation	20,000	0	20,000	77,100	24,500

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10	10	PB.2	PB-129	Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	Part 1: Construct Mountains to Sound Greenway Trail as 10' or greater width paved multiuse trail beginning at the current end of the I-90 trail at Factoria Blvd. Route extends eastward along the north side of SE 36th St, follows a new independent alignment along the I-90 off-ramp to the 150th Ave SE at SE 37th St intersection, crosses 150th Ave SE and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (cross SE 37th St opposite Eastgate Plaza) trail route turns north and continues eastward adjacent to I-90 in WSDOT right-of-way to Lakemont Blvd. Design of the MTSG I-90 trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Consider revisions to Factoria Blvd/SE 36th Street intersection to enhance pedestrian and bicycle crossings. Identified as priority bike corridor EW-4. Part 2: Install boulevard treatment on roadway segments adjacent to MTSG trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art. Coordinate with City's Urban Boulevards program.	Ped-Bike	Proposal for funding for 60% design in 2013-2019 CIP.	Design	560	160	400	77,500	Unknown
11	11	PB.9	PB-112	BNSF bike path/southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor. Funding allocation is to support initial scoping of project and coordination with community and property owner.	Ped-Bike	Favorable comments received in TFP public process. Proposal for design coordination w property owner and community in 2013-2019 CIP.	Pre-design	200	0	200	77,700	Unknown
12	12	RI.33	RI-116	West Lake Sammamish/north City limit to I-90	The ultimate project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' southbound vehicle travel lane, a 10' wide multi-purpose trail (8' wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5' shy distance space and a 2' or 5' wide landscaped buffer where space is available, a signal at SE 34th Street, pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street and at 5 other locations along the parkway. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor. Funding allocation is to support design and construction of first two segments (of five segments total).	Roadway & Ped-Bike	Proposed for 2013-2019 CIP (limited additional funding, for purpose of identifying, scoping next phase)	Design, partial implementation	15,400	8,300	7,100	84,800	30,000
13	13	RI.6	RI-133	124th Avenue NE/ NE 8th St to NE 14th Street	Design roadway improvements to include addition of bike lanes for segment NE 8th St to Bel-Red Rd and roadway widening to five lanes with sidewalks and bike lanes both sides from Bel-Red Rd to NE 14th St. Signal modifications at 124th Avenue and Bel-Red Rd. Project design may be coordinated with adjacent development. Evaluate neighborhood protection measures to limit through traffic and impacts on segment south of NE 8th St. Funding allocation will support pre-design only between NE 8th St. and Bel-Red Road but full implementation between Bel-Red Road and NE 14th St.	Roadway & Ped-Bike	Combined with RI-134 (124th/Bel-Red Rd intersection and segment immediately to the south). Project description revised to reflect phasing and coordination with East Link.	Pre-design, partial design	10,200		10,200	95,000	16,000
14	14	PB.1	PB-120	140th Ave NE/ NE 24th St to NE 8th St	Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. With either option, add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE, if feasible. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	Ped-Bike	Combined w PB-116 (trail link from 140th Ave NE to SR520 Trail). Option B would address needed repair of boardwalk north of Bel-Red Rd.	Pre-design	200	0	200	95,200	TBD
15	15	RI.8	RI-113	NE 6th Street Extension	Extend NE 6th Street from the I-405 HOV interchange to 120th Ave NE. The facility will be designed to accommodate multiple uses, including HOV, transit, general purpose and non-motorized. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional pre-design or other early implementation efforts.	Roadway & Ped-Bike	\$1m in current, 2011-2017 CIP; proposal to carry forward current project balance (~\$150K) in 2013-2019 CIP.	Placeholder	1,000	1,000	0	95,200	73200+
16	16	PB.6	PB-110	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accommodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street. Component of priority bike corridor NS-5 Spirit Ridge-Sammamish River Connection.	Ped-Bike	Overlay occurring in 2012. Proposed for 2013-2019 CIP (pre-design).	Pre-design	200	0	200	95,400	TBD
17	17	RI.9	RI-154	150th Avenue SE/ south of SE 38th St to Newport Way	Evaluate needs for improvements for segment south of SE 38th St to Newport Way, including intersection at 150th Ave SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation and bicycle mobility. Project located on Priority Bicycle Corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through pre-design process and may include roadway widening and channelization changes, sidewalks, bike facility, street lighting and landscaping.	Roadway & Ped-Bike	Proposal for Annexation Area Analysis and Implementation project in 2013-2019 CIP.	Pre-design	1100	0	1,100	96,500	Unknown

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18	18	PB.3	PB-105	Main Street/ 100th Avenue to 116th Avenue	Funding to support pedestrian and bicycle facility components of Main Street project, as identified in the pre-design plan. Build out to plan conditions where impacted by East Link. Component of priority bike corridor EW-3 Lake to Lake Trail.	Ped-Bike	Proposal for Early Implementation of Downtown Transportation Plan in 2013-2019 CIP.	Placeholder	500	0	500	97,000	Unknown
19	19	PB.4	PB-106	108th Avenue NE/ NE 12th Street to Main Street	108th Avenue NE Downtown corridor enhancement consisting of Great Streets, Midblock Crossing, Ped Corridor interface and bike lanes. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update. Component of priority bike corridor NS-1 Enatai-Northtown Connection.	Ped-Bike	Proposal for Early Implementation of Downtown Transportation Plan in 2013-2019 CIP.	Placeholder	200	0	200	97,200	Unknown
20	20	PB.18	PB-107	SE 16th Street/148th Avenue SE to 156th Avenue SE	Add 5 foot bike lanes outside of 11 foot vehicles lanes on both sides of SE 16th Street. Construct new curb, gutter and 6' sidewalk and 4' planter, on north side between 148th and 154th Avenues NE. Component of priority bike corridor EW-3 Lake to Lake Trail.	Ped-Bike	Proposed for 2013-2019 CIP (60% design only).	Full implementation	3,600	0	3,600	100,800	3,600
21	21	PB.5	PB-133	Eastgate Way/Richards Rd to SE 35th Place	Install bike lanes. Missing link in sidewalk between Richards Road and 139th Ave SE may be implemented in coordination with adjacent development. Funding will support implementation of bike lanes on portion of corridor (segment to be determined).	Ped-Bike		Partial implementation	1000	0	1,000	101,800	8,700
22	22	RI.10	RI-121	150th Avenue SE/SE 37th Street/I-90 off-ramp	Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. With any of the three options, upgrade ped and bike crossings, install gateway treatment.	Roadway	Funding implements intersection improvements (Option A) or roundabout (Option B)	Full implementation	3300	0	3,300	105,100	3,335
23	23	PB.7	PB-102	108th/112 th Avenue NE/ north city limit to NE 12th Street	Add 5 foot bike lanes on both sides of 108th/112 th Avenue NE from north city limit to NE 12 th Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to NE 24th Street. Construct sidewalk on east side from NE 24th St to connect to existing sidewalk 450' south. Widen for turn pockets at NE 24th Street intersection. Component of priority bike corridor NS-2 Lake Washington Loop.	Ped-Bike	Combined with PB-118 (108th Ave bike lanes from north city limit to Northup Way). Proposal for predesign N City Limit to NE 12th St in 2013-2019 CIP.	Predesign	200	0	200	105,300	Unknown
24	24	RI.21	RI-137	130th Avenue NE/NE 20th to NE Bel-Red Road	Initiate design for roadway improvements. Segment NE 20th St to NE 16th St to include two travel lanes, bike lanes, on-street parking, landscape strp and sidewalks both sides. Segment NE 16th St to Bel-Red Rd to include one through lane each direction, center turn lane, landscape strip and sidewalks bith sides. Project to be coordinated with Sound Transit East Link.	Roadway & Ped-Bike	Proposed for 2013-2019 CIP (predesign). Project description revised to reflect phasing and coordination with East Link.	Design	400	0	400	105,700	15,400
25	25	RI.26	RI-147	134th Ave NE/ NE 20th St to NE 16th St.	Develop a level cross section for NE 16th St to allow for future construction of 134th Ave NE as a through street between Bel-Red Rd and NE 20th St as outlined in the Bel-Red Subarea Plan. Coordinate with East Link project final design. Develop conceptual plans for roadway alignment to allow for future construction of 134th Avenue NE as a through street. Roadway to include three lanes, landscape strip and sidewalks both sides. Segment between NE 16th St and NE 20th St anticipated to be implemented with future private development in the immediate vicinity.	Roadway & Ped-Bike	Evolving discussion with ST indicates at-grade alignment of rail now likely. Proposal for 2013-2019 CIP for predesign of segment NE 16th to NE 20th. Project description revised to reflect phasing and coordination with East Link.	Predesign	200	0	200	105,900	15,700
26	26	PB.13	PB-132	Hospital/NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services.	Ped-Bike	Provides opportunity to secure and develop efficient access routes (including direct route north of Whole Foods to hospitals) and consider options for ultimate access across NE 8th St (including consideration of potential BNSF trail).	Placeholder	200	0	200	106,100	Unknown
27	27	RI.17	RI-125	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th St and NE 24th St.	Construct improvements per 148th Master plan, as follows: 1) a third northbound thru lane on 148th from 350' south of Bel-Red Rd to the SR 520 EB on ramp, 2) a northbound right turn lane, and eastbound and westbound dual left turn lanes at 148th and Bel-Red Rd, 3) eastbound and westbound dual left turns lanes at NE 20th St and 148th, 4) extend the northbound and westbound right turn lanes at NE 24th St and 148th, 5) eastbound and westbound dual left turn lanes at NE 24th St and 148th, and 6) configure the northbound 3 lane approach on 148th at the SR 520 EB on ramp to right turn only, thru/optional HOV right turn, and thru only. Improvements at NE 24th Street will accommodate or implement wide lane E-W bicycle facility. Project may be phased with initial phase focusing on the north end of the 148th corridor. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with design work for the 148th Ave NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.	Roadway	Proposed for 2013-2019 CIP (limited funding only).	Master Plan Development Only	250	250	0	106,100	Unknown
28	28	PB.10	PB-130	Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Ped-Bike		Predesign	200	0	200	106,300	Unknown

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29	29	RI.35	RI-122	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Install signal <u>or roundabout</u> and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; add sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.	Roadway (p-B element not funded)	Proposed for 2013-2019 CIP (limited funding, for roundabout at intersection only).	Full implementation (intersection improvements only)	1,400	0	1,400	107,700	2,900
30	30	RI.19	RI-150	Snoqualmie River Rd/ Kelsey Creek Rd to BC southwest entrance	Upgrade pavement to support transit buses, construct sidewalks and accessible bus stops. The project would likely be implemented by Bellevue College; the City may choose to collaborate with the College to advance overall project implementation. Develop a Bellevue College Transit Center on upgraded alignment.	Roadway & Ped-Bike		Placeholder	500	0	500	108,200	5,600
31	33	RI.16	RI-144	150th Ave SE/Eastgate Way SE	Construct improvements. Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. With either option, upgrade ped and bike crossings, accommodate or implement planned Eastgate Way bike lanes, install gateway treatment.	Roadway & Ped-Bike	Estimated cost for Option B roundabout is \$5.2m.	Implementation (Option A intersection improvements)	3700	0	3,700	111,900	3,718
32	34	RI.13	RI-136	124th Avenue NE at SR-520	Construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Roadway		Placeholder	200	0	200	112,100	Unknown
33	35	RI.29	RI-104	NE 10th at I-405	Add SB off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Roadway		Placeholder	200	0	200	112,300	Unknown
34	36	RI.22	RI-101	110th Avenue NE/NE 6th Street to NE 8th Street	Uncomplete segment remains between NE 6th and NE 8th Streets. Predesign completed-for a five-lane roadway section with sidewalks where missing. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	Implementation to occur with adjacent development.	Placeholder	500	0	500	112,800	971
35	37	RI.32	RI-103	NE 2nd Street/Bellevue Way to 112th Avenue NE	Widen from three lanes with parking and turn pockets to five lanes,-consistent with the-NE 2nd Street Pre-Design plan. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway		Placeholder	500	0	500	113,300	Unknown
36	38	RI.39	RI-108	Bellevue Way/NE 4th Street	Add a southbound right turn lane and a westbound right turn lane. Dual westbound left turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Roadway		Placeholder	500	0	500	113,800	1,690
37	39	RI.41	RI-107	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the third westbound travel lane (between 108th and 106th Avenues NE; completed in 2009) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Roadway		Placeholder	500	0	500	114,300	1,740
38	40	RI.42	RI-109	Bellevue Way/NE 8th Street	Add southbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Roadway		Placeholder	500	0	500	114,800	1,260
39	41	RI.45	RI-110	Bellevue Way/NE 2nd Street	Add a northbound right turn lane and a second southbound left turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Roadway		Placeholder	500	0	500	115,300	890
40	42	RI.51	RI-106	112th Avenue NE/NE 2nd Street	Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound left turn lanes and a northbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Roadway		Placeholder	500	0	500	115,800	1,880
41	63	RI.36	RI-105	NE 2nd Street Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE; add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.	Roadway	Shifted above funding line, per 24 May Transportation Commission direction.	Placeholder	200	0	200	116,000	Unknown
42	43	RI.46	RI-140	129 th Place SE/SE 38 th Street to Newport Way	Connect the stub ends of 129 th Place SE to provide a through street connection between SE 38 th Street and Newport Way. Investigate traffic operations at the intersection of 129th Place SE and SE Newport Way. Consider signalization and channelization improvements if warranted. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project pre-design, property acquisition or early implementation and may be directed to design and development of a non-motorized facility on this link if a street connection is not feasible.	Roadway & Ped-Bike		Placeholder	500	0	500	116,500	4,590

2013-2024 Transportation Facilities Plan: Preliminary Project Priority List

TC Prelim. Priority No.	Staff Prelim. Priority No.	Score Rank # (per RI or PB criteria)	Tracking # for 2013-2024 TFP Process	Project Name, Location and Limits	Project Description	Project type	Staff Comments	Project Element(s) Proposed for 2013-2024 TFP	Proposed 2013-2024 TFP Funding Allocation (\$000)	Programmed/ Committed Funds through 2011-2017 CIP (\$000)	2013-2024 Unconstrained Funds (\$000)	Cumulative Use of Unconstrained Funds (\$000)	Project Total Cost (\$000)
43	44	RI.15	RI-146	Bel-Red Rd/NE 20th St to NE 24th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane, bike lanes.	Roadway & Ped-Bike		Placeholder	500	0	500	117,000	Unknown
Assumed Funding "Line"									208,810	91,810	117,000	208,810	
	31	PB.15	PB-115	Lake Hills Connector/ Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-3: Lake to Lake Trail.	Ped-Bike	Moved below assumed funding line, per 24 May discussion with Transportation Commission.	None					Unknown
	32	PB.12	PB-122	Lake Hills Connector/ Main St to 140th Ave SE	Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	Ped-Bike	Moved below assumed funding line, per 24 May discussion with Transportation Commission.	None					Unknown
	45	PB.25	PB-108	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy	Construct sidewalk on north side where missing; wide curb lane bicycle facility.								4,250
	46	RI.12	RI-114	NE 20th Street/Bel-Red Road to 156th Avenue NE	Construct an east to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street. Add bike lanes.								
	47	PB.14	PB-103	NE 24th St/ 108th Ave NE to 112th Ave NE and 108th Ave NE/ NE 24th St to NE 12th St	Add wide bike shoulder on both sides NE 24th St and 108th Ave NE where not complete; shared lane markings may be suitable additional or alternative treatment for all or part of segment. Construct a 6 foot sidewalk on east side 108th Avenue from NE 24th Street to north of NE 19th Street. Component of priority bike corridor NS-1 Enatai-Northtown Connection.								3,860
	48	RI.18	RI-117	148th Avenue NE/NE 8th Street	Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE.								5,060
	49	PB.16	PB-113	SE 8th St/112th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 112th Avenue SE to Lake Hills Connector. Evaluate impacts and feasibility of segment 114th/118th Ave SE to 121st Ave SE. Segment Lake Hills Connector to 114th/118th Ave SE is component of priority bike corridor EW-3 Lake to Lake Trail.								Unknown
	50	RI.20	RI-152	116th Avenue NE/NE 12th Street	Add a double westbound left turn, a double eastbound left turn and a northbound right turn lane. Accommodate or implement planned 116th Ave bike lanes.		COMBINE WITH PB-111						
		PB.21	PB-111	116th Avenue NE/ NE 12th Street to Northup Way	Undertake preliminary design study to identify preferred dimensions and channelization for roadway, accommodation for bike lanes on either side, sidewalks and landscape strip (where feasible).		COMBINE WITH RI-152						
	51	PB.17	PB-126	NE 6th St/ 148 th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along one side of NE 6th Street from 148th Avenue NE to 164th Avenue NE where not complete.								Unknown
	52	PB.19	PB-121	SE 8th St/ 114th Ave SE to Lake Hills Connector	Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.								Unknown
	53	RI.23	RI-119	148th/150th Avenue SE/I-90 westbound on-ramp to I-90	Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp.		Proposal for Early Implementation of Eastgate Subarea Plan in 2013-2019 CIP.						2,188
	54	RI.27	O-104	Factoria Transit Center	Work with transit partners to develop a Factoria Transit Center at Factoria Blvd and SE 38th St. Concept includes grade-separated pedestrian crossing on north leg, inline bus loading bays on either side of Factoria Blvd.								
	55	RI.28	RI-139	156th Avenue NE/NE 24th Street	Construct an eastbound right turn lane. Accommodate or implement wide lane bicycle facility on NE 24th St.								
	56	RI.30	RI-120	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)	Option A: Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. Or, Option B, construct multi-lane roundabout. The roundabout would be implemented in conjunction with roundabout at Eastgate Way/150th Ave intersection to the west and offer opportunity to introduce landscaped median and urban design enhancements. With either option, upgrade ped and bike crossings, install gateway treatment. Accommodate or implement planned bike lanes on Eastgate Way.								873
	57	PB.20	PB-117	Lake Washington Blvd/ NE 10th St to 100th Ave NE	Add wide bike shoulders on Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.								Unknown
	58	PB.22	PB-104	NE 40th Street/ 140th Avenue NE to 14500 block	Construct curb, gutter and 6' sidewalk on north side of NE 40th Street from 140th Avenue NE to east of the 14500 block. Wide curb lanes. Planter strip where feasible.								1,800
	59	PB.24	PB-125	Lake Washington View Trail (97th PI SE, Killarny Way SE, 104th Ave SE, SE 28th St, 105th Ave SE)/ SE	Add sidewalk or paved path on the east or west side where not complete, planter strip where feasible; include bike shoulders where feasible between SE 11th and SE 16, particularly on uphill segments.								Unknown

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	60	RI.31	RI-155	Newport Way/ Somerset Blvd to Lakemont Blvd	Evaluate needs for corridor improvements. Issues to be considered include vehicular safety and circulation, pedestrian accommodation and bicycle mobility. Project elements will be determined through predesign process and may include turn pockets at key intersections, sidewalks, bike lanes, street lighting and landscaping. (150th Avenue/Newport Way intersection to be-addressed in 150th Avenue SE project RI-154).								Unknown
	61	PB.26	PB-119	NE 24th St/ 140th Ave NE to 148th Ave NE	Add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete. Portion from 140th Ave NE to NE 29th Place is a component of priority bike corridor; NS-4: Somerset-Redmond Connection.								Unknown
	62	RI.34	RI-142	SE 40 th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.								280
	64	RI.37	RI-129	Bel-Red Road/NE 20th Place	Install signal, eastbound left turn pocket and pedestrian crossing.								1,960
	65	PB.27	PB-131	142nd Ave SE/SE 32nd St to SE 36th St	Widen walkway and install weather protection for pedestrians accessing transit stops at I-90 direct access ramp.								
	66	RI.38	RI-127	Bel-Red Road/NE 24th Street	Add southbound right turn-lane. Accommodate or implement planned bike lanes on Bel-Red Road and wide through lane bicycle facility on NE 24th St.								
	67	RI.40	RI-124	Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE	Option A: Install signal at 164th Ave SE/Lakemont Blvd. Or, Option B: Install roundabout. With either option construct sidewalk and bike lane on east side; add planted medians where feasible.								
	68	PB.28	PB-127	I-90 Tunnel/ SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.								
	69	PB.29	PB-124	Forest Dr SE/ 147th Ave SE to Lakemont Blvd SE	Add 5 foot-wide bike lanes on Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.								
	70	RI.43	RI-118	148th Avenue intersection safety and reliability	This project would improve the safety and reliability at three signalized intersections along the 148 th Avenue corridor, including SE 8 th Street, Main Street, and NE 8 th Street. The project would remove and replace aging wiring and poles to increase reliability and reduce signal malfunctions at these intersections that have not had any major upgrades since their construction in 1975.								
	71	PB.30	PB-123	Highland Dr and 148th Ave SE/ SE 45th Pl to Forest Dr	Add a shared shoulder on Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.								
	72	RI.44	RI-153	Northrup Way/156th Avenue NE to 164th Avenue NE	Add median left-turn lane; bike lanes.								
	73	RI.47	RI-141	Factoria Boulevard at Newport Way	Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic.								
	74	PB.31	PB-128	156th Ave SE to I-90 Office Park/160th Ave SE	Upgrade the existing gravel/soft surface trail that connects 156th Ave SE to the I-90 Office Park to a 10' asphalt surface facility; project details will be finalized/coordinated with the Bellevue Airfield Park design process.		2013-2019 CIP proposal for Early Implementation of Eastgate Subarea Plan.						415
	75	RI.48	RI-151	131 st Avenue SE/132 nd Avenue SE between SE 36 th Street and SE 38 th Street	Realign 131 st Ave SE/132 nd Ave SE to form a vehicular and pedestrian connection between SE 36 th St and SE 38 th St.								
	76	RI.49	RI-123	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Improve gravel road with pavement curb, gutter and sidewalk on one side. Cost estimate entails only placeholder funding for implementation. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). The \$100K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.								
	77	RI.50	RI-102	106th/108th One Way Couplet	Convert roadways to function as a one-way couplet. 106th Avenue will function as a northbound one-way street and 108th Avenue will function as a southbound one-way street. 108th will include a single northbound contraflow lane between NE 4th and NE 8th Streets for transit buses only. Widen sidewalks along 106th Avenue. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update. Traffic modeling study performed in 2007 showed negative traffic impacts (an unexpected outcome).								
	78	PB.32	PB-109	Lake Hills Boulevard / 143rd Avenue SE to 148th Avenue SE	Construct new curb, gutter and six-foot sidewalk behind four-foot planter strip on both sides of the street while preserving the existing on-street bicycle facilities. Remove remaining European White Birch trees behind existing sidewalk and reconstruct the wood fence as necessary.								1,980

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	79	RI.7	RI-156B	Northup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail	Option A: Complete sidewalks and bike lanes on both sides of Northup Way (will not widen existing culvert at Yarrow Creek). Improvements to be designed to facilitate potential future widening for center turn lane. Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing and a multiuse pathway along the south side of NE 24th Street to connect to the existing terminus of the SR520 Trail. Partial funding from WSDOT. Project will link to improvements to the west to be built by WSDOT, from NE 33rd Place to Bellevue Way. Component of priority bicycle corridor EW-1: 520 Trail. Option B: Same elements as Option A, but include center turn lane for segment NE 33rd Place to 116th Ave NE (would require widening of culvert at Yarrow Creek).		Proposal to fund Option A (no center turn lane) in 2013-2019 CIP.						

"Other" Candidate Projects considered in the 2013-2024 TFP process (projects that don't fit the Roadway-Intersection or Ped-Bike category evaluation criteria)

	O-100	Main St/112th to 110th Ave, 110th Avenue NE/Main St to NE 6th St and NE 6th St/110th Ave to 114th Ave	Evaluate options for rebuild of street corridor areas impacted by cut/cover tunnel. Consider number of roadway lanes needed, City standards for Downtown sidewalks, planned pedestrian and bicycle facilities, pedestrian crossings at intersections, potential opportunities for mid-block pedestrian crossings and user access to transit station. Funding allocation is a placeholder which may be used to initiate or participate in projects as useful to address identified priorities and introduce betterments along the East Link route in Downtown.		
	O-101	Embedded trackway on at-grade rail segment(s)	Construct embedded trackway where East Link alignment is at-grade in the roadway median. Anticipated location is along NE 16th St and 136th Pl NE between 130th Avenue NE and NE 20th Street. Sound Transit design specifies tie and ballast rail bed for this location.		
	O-102	148th/150th Avenue SE/SE 28th St to SE 38th St	Install boulevard treatment, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art. Coordinate with City's Urban Boulevards program.		
	O-105	Early Implementation of the Downtown Transportation Plan	This project will allow for the advancement of a subset of the Plan's recommendations. Work may include conducting pre-design studies that will inform future projects efforts that may be implemented over time through separate actions associated with future funding cycles.		Propose to revise project description to match language of CIP proposal.
	O-106	Early Implementation of the Eastgate Subarea Plan	This project will allow for the advancement of a subset of the Plan's recommendations. Work may include conducting pre-design studies that will inform future projects efforts that may be implemented over time through separate actions associated with future funding cycles.		Potential addition to project list
	O-107	East Link Analysis and Development			Potential addition to project list

LEGEND

- CIP Capital Investment Program Plan
- PB Pedestrian/Bicycle
- RI Roadway/Intersection
- TFP Transportation Facilities Plan

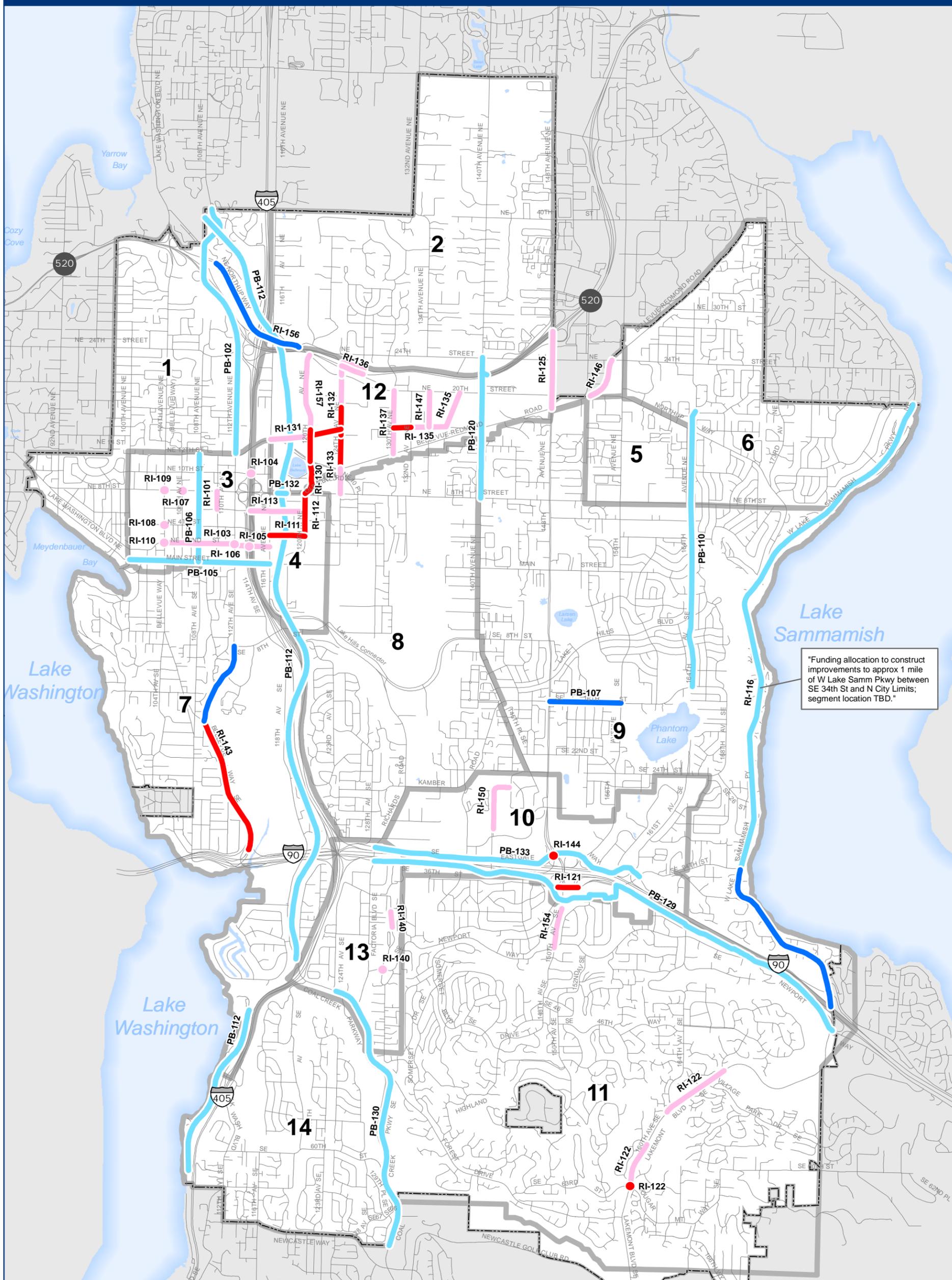
Pre-design Scope typically covers evaluation of alternatives for project features, public engagement, identification of potential phasing and magnitude of cost.

Design Scope typically covers design of project to 60% or 90% level, development of cost estimate for full implementation

Full implementation: Scope covers all costs to complete project (design, property acquisition, construction)

Placeholder Project is to be implemented by another party or if opportunity arises; funding allocation is to facilitate project scoping, pre-design or support implementation elements, as useful.

2013 - 2024 Transportation Facilities Plan Preliminary Project Recommendations



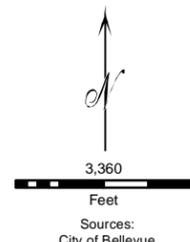
"Funding allocation to construct improvements to approx 1 mile of W Lake Samm Pkwy between SE 34th St and N City Limits; segment location TBD."

Legend

- Capacity project - full funding
- Capacity project - limited funding, not sufficient for full implementation
- Non-capacity project -- full funding
- Non-capacity project -- limited funding, not sufficient for full implementation

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)



City of
Bellevue



MEMORANDUM

DATE: June ____, 2012

TO: Bellevue City Council

FROM: Transportation Commission

SUBJECT: 2013-2024 Transportation Facilities Plan (TFP) Update

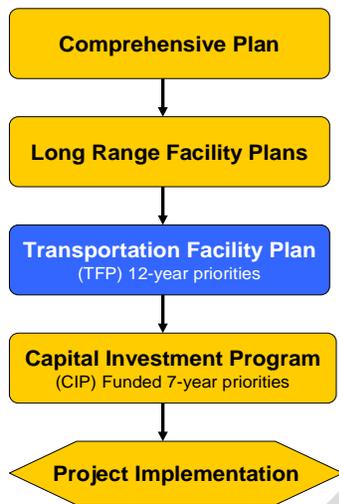
We are pleased to present our 2013-2024 TFP Preliminary Project Priority List recommendation, in conjunction with the city's periodic TFP update process. Since last fall, we have been engaged with the public and Transportation Department staff in evaluating existing and candidate projects for inclusion in this year's TFP update. A list and map showing our prioritized project recommendations are attached for your consideration. Our preliminary TFP project list, which we approved on **June 14th**, will become the basis for scoping to determine the appropriate environmental review process. No Council action is requested at this time.

Key highlights of our recommendation are discussed below and focus on project recommendations, including advancement of projects necessary to coordinate with Sound Transit's East Link development, implementation of a second phase of the West Lake Sammamish Parkway corridor improvements, a new southbound HOV lane on Bellevue Way SE and projects to address priority needs identified in the Pedestrian and Bicycle plan.

Capital Programming Process

Per the Bellevue City Code (Section 22.16), every two years the Transportation Commission is asked to review and present as necessary an update of the TFP to the City Council for consideration. The current 2009-2020 TFP was adopted by City Council in March 2009 (Res. No. 7896) and amended in April (Res. No. 7914). The TFP is Bellevue's intermediate-range (12-year) planning tool and serves as a bridge between long-range subarea transportation plans in the Comprehensive Plan and the fully financed Capital Investment Program (CIP) Plan. The diagram on the next page depicts the relationship between the long-range facility plans, the TFP, and the CIP. In addition, the roadway and intersection capacity projects in the TFP are used as the foundation for the city's impact fee program.

The Transportation Facilities Plan is a "financially constrained" plan; the identified cost of the projects in the TFP must be balanced with the city's transportation revenue projections for the 12-year plan period. A number of the projects are proposed for phased implementation; the TFP allocation will in some cases allow for advancing projects to a further stage in planning or predesign and/or implement a segment of a project; however currently, there are not sufficient projected financial resources to fully complete these projects by 2024.



An environmental review is conducted in conjunction with each TFP update. The environmental review considers potential cumulative impacts to the citywide transportation system and other elements of the environment that may occur due to 12 years of projected land use growth and the implementation of the projects identified in the TFP. In past TFP cycles, the environmental review has included development of an Environmental Impact Statement. City staff in Transportation, Planning and Development Services will determine the appropriate environmental process for this cycle, in accordance with requirements of the State Environmental Policy Act. Following the environmental review, the proposed 2013-2024 Transportation Facilities Plan will be forwarded to Council for consideration. It is anticipated the Council consideration will occur in early 2013, following the adoption of the 2013-2019 CIP.

We considered a number of key factors in our prioritization process and in developing the project list. Following are some of the highlights:

- Completion of Priority Projects Already Begun.** Included on the Preliminary Project Priority List are the completion of key projects in the current CIP, including funding for construction of the NE 4th Street extension (project RI-111 on the TFP Preliminary Project Priority List), 120th Ave NE improvements (projects RI-112 and RI-130) and West Lake Sammamish Parkway, Phase 1 (project RI-116). Funding to implement a second phase of improvements on the corridor (of an anticipated five phases) is also a top priority.
- Coordination with the Sound Transit East Link light rail project.** Coordination with East Link is a key consideration in the priority given to a project to add a southbound HOV lane on Bellevue Way SE from the 112th Avenue “Y” to I-90 (project RI-143). A proposed additional element of this project is a multiuse path on the east side of 112th Ave SE and Bellevue Way from SE 8th Street to I-90. This path is identified in the 2009 Pedestrian and Bicycle plan and may offer potential for cost savings if the path can be substituted

for a sidewalk. Several projects in the Bel-Red area are also recommended for funding so that the city can be prepared to coordinate with the construction of East Link. These include roadway expansions on 120th Ave (project RI-157) and 124th Ave (RI-132) and development of a new NE 16th Street link from 130th to 132nd Ave (RI-135).

- **Phased implementation, placeholder funding.** In several instances, we recommend phased implementation or placeholder funding for important but expensive improvements. A number of projects in the Bel-Red area are proposed for levels of funding that allow for implementation of a phase, but less than the full planned project extent. Locations of such projects include 124th Avenue NE (RI-132), NE 15th Street (RI-131) and NE 16th Street (RI-135). The proposed funding allocation will provide for the level of coordination necessary to most efficiently integrate with the East Link rail corridor, while putting off for later those project segments that are not as urgent. Projects for which we recommend allocation of a modest, “placeholder” funding allocation include, among others, the proposed NE 6th Street extension (RI-113), the NE 10th Street at I-405 southbound off-ramp (RI-104) and the proposed NE 2nd Street extension and I-405 interchange (RI-105). Placeholder funding allows the City to identify as a priority projects for which implementation is likely to be led by another party (typically WSDOT) or to occur in conjunction with development of adjacent property. Having a limited amount of City funding allocated can be helpful to facilitate project scoping, predesign or support implementation elements.
- **Downtown projects.** The Preliminary Project Priority List includes limited, placeholder funding for intersection turn lane projects at five locations in downtown (projects RI-106-110), a roadway project on the NE 2nd Street corridor (project RI-103) and on 110th Ave from NE 6th to NE 8th St (project RI-101). Also included, with limited funding, are non-motorized improvements along Main Street (project PB-105) and 108th Ave NE (project PB-106). The Downtown Transportation Plan update process is currently underway and will establish the priority needs for downtown. Results of this process are anticipated to be available in 2013, outside the timeframe for the current TFP process (they will inform the next TFP process). It should be noted that the NE 4th Street extension project and the Bellevue Way SE project, although not located within downtown, each offer substantial benefit in terms of access to downtown.
- **Eastgate/I-90 planning area projects.** The Preliminary Project Priority List includes funding for intersection improvements at 150th Ave SE/Eastgate Way SE (project RI-144) and 150th Ave SE/SE 37th St (project RI-121). These were identified as priority projects in the recent Eastgate/I-90 planning process. Also included is funding to partially implement bicycle facilities on Eastgate Way (project PB-133) and to continue developing the design for the Mountains to Sound Greenway trail connection (project PB-129).
- **Eastgate annexation area.** A project is included to scope improvements to the 150th Avenue SE corridor from south of SE 38th Street to Newport Way (project RI-154). This

will consider needs for vehicular, pedestrian and bicycle mobility on this segment and include analysis of needs at the 150th Ave SE/Newport Way intersection.

- **Completion of key links in bicycle and pedestrian systems.** City policy emphasizes the completion of key E-W and N-S cross-town bicycle route corridors and implementation of sidewalks where missing along arterial roadways. One project recommended for implementation funding is addition of bike lanes and sidewalks on Northup Way from NE 33rd Pl to NE 24th St (project RI-156), which will fill the remaining gap in the SR520 bike/ped route (and is funded by WSDOT). Another project recommended for implementation is SE 16th St between 148th Ave and 156th Ave (project PB-107). Addition of bike lanes and sidewalks on this segment will fill a gap in a key designated bicycle route and improve pedestrian conditions. Other projects that ranked highly in our process and are recommended for funding at a level that will allow for additional evaluation are 108th/112th Ave from the north city limit to NE 12th St (project PB-102), 140th Ave from NE 24th St to NE 8th St (project PB-120), 164th Ave from Northup Way to SE 14th St (project PB-110) and Coal Creek Parkway from 124th Ave SE to the south city limit (project PB-130). We also identified the BNSF rail corridor as a key opportunity that warrants specific consideration during the early part of the 2013-2024 TFP timeframe. The Preliminary Project Priority list includes funding for initial scoping of a potential pedestrian and bicycle facility along this corridor, taking into consideration community and property owner input as well as other planned and potential uses of the corridor (project PB-112).
- **Revenue assumptions.** For the purposes of developing the TFP Preliminary Project Priority List, the Commission assumed the forecast of available revenue to include impact fee revenue per the adopted impact fee schedule (including increases currently scheduled for 2013 and 2016). Not included is any additional increment of revenue from property tax associated with the Mobility and Infrastructure Initiative, as Council has not acted to increase these rates in recent years. Also not included is any revenue from the local improvement district (LID) funding mechanism.

We appreciate the opportunity to provide you with these recommendations. If you have questions about our recommendation or the TFP update process in general, please contact Ernie Simas, Transportation Commission Chair or Eric Miller, Transportation Implementation Planning Manager, at 425-452-6146 or emiller@bellevuewa.gov.

Attachment 1 – 2013-2024 Transportation Facilities Plan Preliminary Project list
Attachment 2 – 2013-2024 Transportation Facilities Plan Preliminary Projects map